SCANNER

NEWSLETTER OF THE AMERICAN SOCIETY OF HIGHWAY ENGINEERS

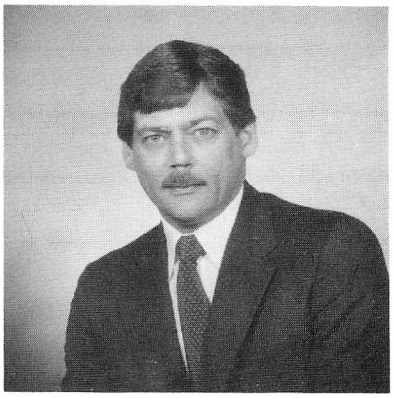
Nov. 1986

East Penn Section to Host 25th National Convention

ALLENTOWN HILTON HOTEL: A luxurious showplace in Hamilton Mall Shopping District...and site of the 1987 Convention.

The East Penn Section will host the 1987 National Convention at the Hilton Hotel in the "All American" City of Allentown, Pennsylvania on May 14, 15, 16 and 17, 1987. The convention is expected to be the biggest and best National Convention yet, with a tour scheduled for Interstate 78, now under construction. There will be a golf tournament, a shopping tour for the spouses, and other local attractions - a fun time for all. Information will be mailed to the membership in January 1987.

If you have any questions please contact either Harold E. Neff at (215) 437-7583 or Michael P. Quigney, P.E. at (215) 838-7288; Co-Chairman for the convention.



President's Message

All of you should be very proud of your National Director's as they are, again this year, working hard and giving freely of their valuable time to constantly enlarge and improve the society.

The new sections committee, under the guidance of Mike Suich, has been working hard on starting a section in the Cincinnatti-Dayton area and we're hopeful of getting a section in Delaware which will, of course, add another state to the society.

The growth in the recent past with Central-Ohio, Southern New Jersey and Lake Erie sections coming on board coupled with the strong possibility of at least two more sections within the next year gives you an idea as to why your board has been working hard on reorganizing into zones so that we can keep the number of National Directors at a workable size. Well, all of us owe Steve Lester and his committee a great deal of thanks for putting together a zoning program, adopted at the last meeting, that will accomplish this nicely. Also, it is zoned in such a manner that should ASHE feel in the future that state level directors & officers is affordable, desireable and workable, the zones need not be changed.

Our Public Relations Committee is compiling a list of media by sections for National, section and Convention use; the Technical Committee is still pushing to get more technical articles and the Convention Committee is working on simplified guidelines for host section Convention Committee's use.

Don't forget that Al Kozel is the new temporary editor of the scanner and all articles and ads should be sent to him. Also, Al is in search of a permanent editor so I'm sure he would welcome any suggestions.

As you can see, much is being done to improve and enlarge the society. You can do a great deal also by sending technical articles, announcements, ads, editorials etc. to the appropriate people. Elsewhere in this issue, you will find a list of National Committee Chairman so if you have any questions or comments, don't hesitate to contact them.

Sincerely
Mike Tiani

Construction Expo '87

The Engineer's Club and its building construction affiliates are busy organizing Construction Expo '87. This show promises to be the premiere event for the construction industry in the Delaware Valley region. Construction Expo '87 is scheduled for February 26-28, 1987 at the Valley Forge Convention & Exhibit Center in King of Prussia, PA.

The philosophy of the Expo is to present the newest and most innovative products and services available today for construction professionals to view such as: heavy machinery and equipment, materials and supplies, concrete products, asphalt equipment, hydraulics, excavators, leasing and rental equipment, pumps, cranes, forklifts, and other products vital for success in the industry.

Informative seminars will be conducted throughout the three day show. These seminars promise to be educational and practical. Some of the seminar topics already scheduled include: Project Management, Litigation Support and Construction Techniques for Radon Reduction. Exhibitors are encouraged to present a seminar in their area of expertise.

The Engineer's Club and its building construction affiliates are dedicated to making Construction Expo '87 a huge success so that the show becomes an annual event for the construction industry in the Delaware Valley. The Expo will run concurrently with the Engineering & Technology Conference during National Engineers' Week.

Construction Expo '87 is a CAN'T MISS opportunity for all consruction related companies and businesses to reach thousands of potential customers in the Delaware Valley. Join us for this spectacular show!

Contact Robert Donnell Productions at 1-800-243-9774 or 203-233-3654 for more information.

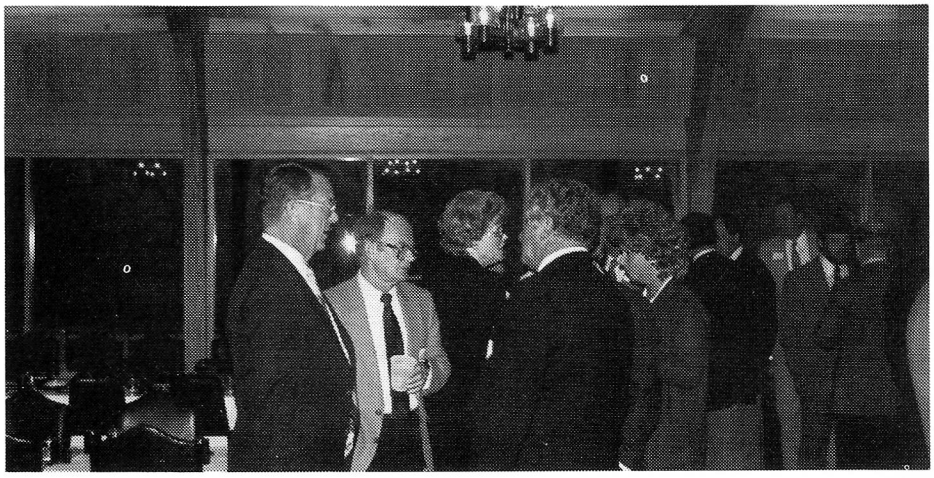
Commissioners Night

The Charleston, W.V. Section, on October 14th, hosted a Commissioner's Night and Installation of Officers Dinner Meeting. National Director Walt Imler was Master of Ceremonies during wich time he presented a plaque to Commissioner Ritchie making him an honorary member of The West Virginia Section.

Commissioner Ritchie, during his remarks, pointed out the tremendous importance that all in attendance urge their families, friends, and co-workers to vote Yes on the proposed Amendment #5 which will generate 55 million dollars directly to the improvement of W.V. secondary roads and bridges. It is notable that Governor Arch Moore stated that he will not sell road bonds during his administration and will instead use the 55 million for the improvement of our bridges and secondary roads. Each million spent on roads generates 63 jobs.

Commissioner Ritchie ended his remarks by saying: "We have only one way to remedy our situation — we must tell state Gov't to **fix my road** when we vote yes on 5!"

Installation of Officers



Commissioner Ritchie Socializing

Walt Imler presenting Plaque to Commissioner Ritchie

Technical Bulletin:

The American Concrete Institute announces a new publication entitled **Properties of Concrete at Early Ages,** a compilation of 10 papers dealing exclusively with concrete at its earliest staes.

The environment that concrete is subjected to from the moment of being placed is critical to its performance. There are, however, other factors not related to the outside environment which have profound effects on its performance. Factors such as internal heating, and perhaps self-desiccation, during hydration are explored along with how the thermal and hygric gradients within the concrete may be much greater than realized — causing considerable internal damage even though it appears to be sound.

In addition, this volume will explore how the early age study of concrete is crucial to determining how durable that concrete will be. The concrete's early environment will also offer clues to determining how properties, other than compressive strength, develop in the early stages. This knowledge is necessary for correctly predicting concrete deflections and overall crack resistance. These considerations are important elements in ensuring safe construction practices.

This volume contains papers on field control and monitoring of concrete strength gain, mathematical modeling of temperature gradients, the early-age behavior of reinforced concrete members, and the mechanical properties in young concrete.

SP-95, **Properties of Concrete at Early Ages,** 1986, soft cover, 210 pages, available to ACI members for $26.60 (nonmembers $34.95). American Concrete Institute, P.O. Box 19150, Detroit, MI 48219.

National Committee's

Committee	Chairman
New Sections	Mike Suich
Constitution & By-Laws	Dan Naranch
Legislative Review	Roland Nesslinger
Budget & Audit	Ron Springman
Nominating & Man-of-Year	Bill Allen
Technical	Matt McTish
Public Relations	Sam Callisto
Membership	Ed Nasuti
Society Reorganization	Steve Lester
Convention	Tom Criswell
Scanner	Al Kozel

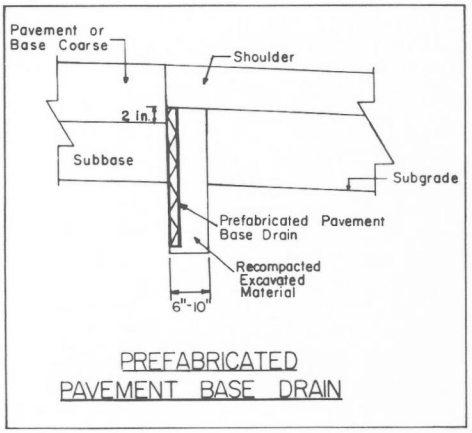
Innovation Through Research and Technology

Prefabricated Pavement Base Drains

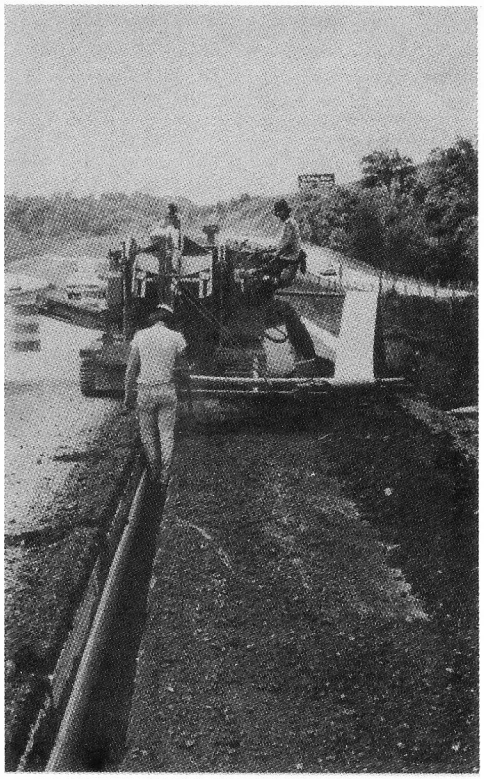
The entrance of water into the pavement system and the associated loss of support under the highway surface is recognized as a major factor contributing to the deterioration of jointed concrete pavements. Accordingly, the Pennsylvania Department of Transportation (PennDOT) requires proper consideration of drainage on all highway projects. Because of this, close to 15 million linear feet of pavement edge drains will be used on rehabilitation or construction projects this construction season.

In the Fall of 1984, PennDOT District 12-0 installed the first of Pennsylvania's prefabricated pavement base (edge) drains on Interstate 70 in Washington County. The Hydraway™ drain system was constructed as an experimental project with the concurrence and cooperation of the Federal Highway Administration (FHWA). FHWA highway research funds are now being used to evaluate the effectiveness of this system. Additionally, several other installations of prefabricated pavement base drains are planned under this experimental research project.

There are advantages in using prefabricated drains, especially on rehabilitation projects, including: 1) ease of construction, since the typical drainage trench in not necessary, 2) use of excavated material as backfill instead of more costly high quality aggregate, and 3) faster removal of water due to the direct contact of the drain with the adjacent soil and pavement layers.



Proposed Standard



Hydraway Installation on I-70

Hydraway™ drain and other prefabricated drainage systems consist of an interior core material and a geotextile fabric wraper which either surrounds or is on one side of the core. The core carries water away from the pavement area and the fabric acts as a filter to prevent larger sized soil particles from getting into the core. Since the fabric prevents clogging of the core, it enables more efficient drainage and thus results in longer life of the pavement. Due to excellent performance observed in other states, and because of the potential for significant cost savings, the Department recently included prefabricated pavement base drains as a standard alternate on all highway rehabilitation projects.

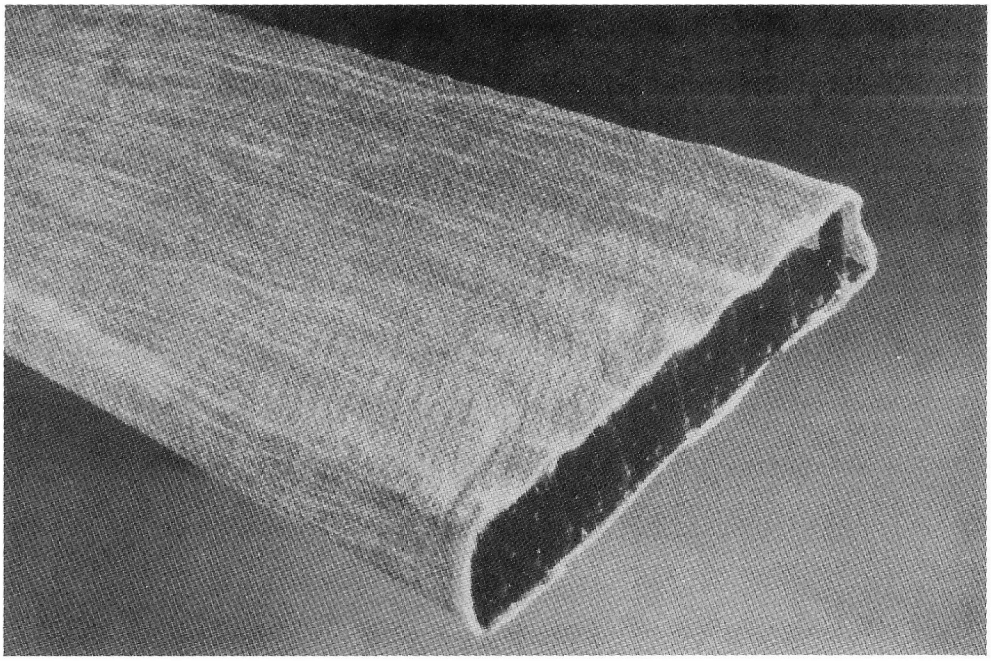
The experimental construction showed that the Interstate 70 project cost was $3.70 per lineal foot using prefabricated base drains. This cost compares to an average of $5.50 per lineal foot using conventional drainage methods. With the use of this technology, PennDOT can make its rehabilitation and construction drainage dollar stretch over 30% farther than in the past.

The estimated completion date for a long-term evaluation of prefabricated pavement base drains is December 1988. Because of the immediate benefit to Pennsylvania citizens, standard highway specifications were changed in Spring 1986.

Further information on this or any other Innovation Through Research and Technology Summary may be obtained by contacting the PA Department of Transportation, Office of Research and Special Studies, Technical Reference Center, Room 903 Transportation and Safety Building, Harrisburg, PA 17120, telephone number 717/787-6527.

Reference: #83-30 — Monsanto Drainage Mat Evaluation

Researcher: Bureau of Bridge and Roadway Technology PennDOT



View of Hydraway™ Drain Material

Technical Bulletin

Concrete Mix Proportioning

The American Concrete Institute announces a revised publication entitled "Standard Practice for Selecting Proportions for Normal, Heavyweight, and Mass Concrete."

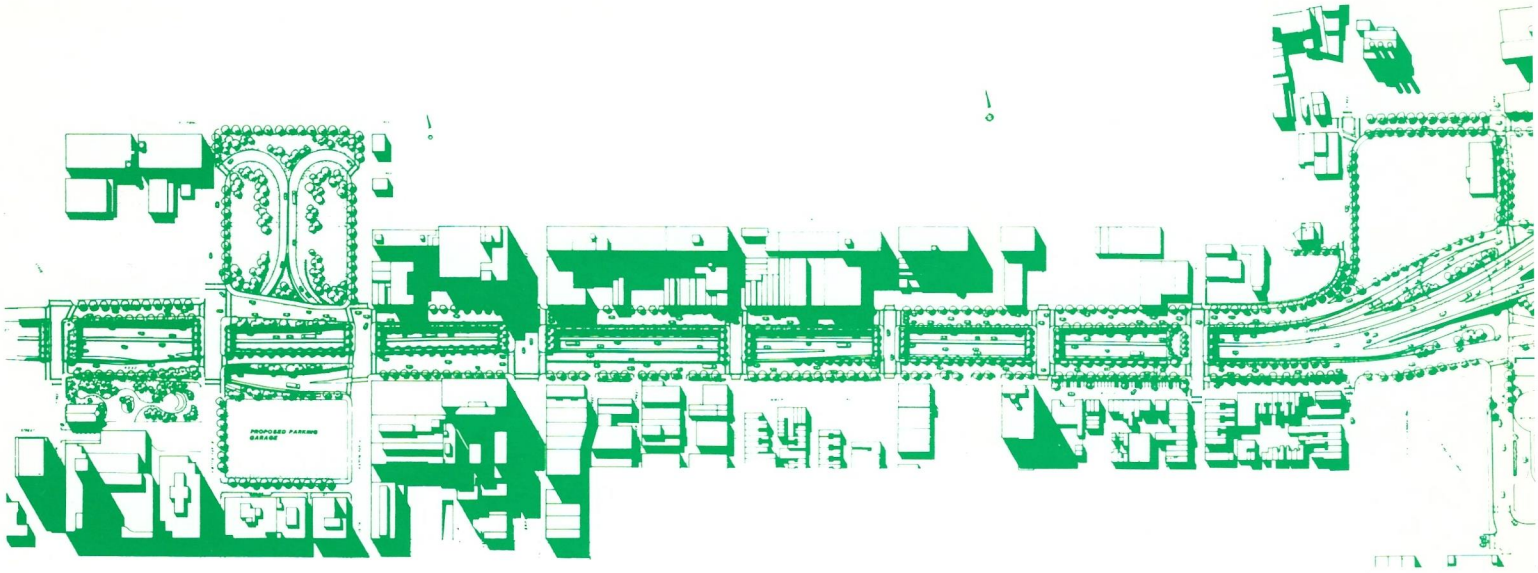
This newly revised standard practice describes, with examples, two methods for selecting and adjusting proportions for normal weight concrete. One method is based on an estimated weight of the concrete per unit volume; the other is based on calculations of the absolute volume occupied by the concrete ingredients. The procedures take into consideration the requirements for placeability, consistency, strength, and durability. Example calculations are shown for both methods, including adjustments based on the characteristics of the first trial batch.

The proportioning of heavyweight concrete for such purposes as radiation shielding and bridge counterweight structures is described in the appendix. This appendix uses the absolute volume method which is generally accepted and is more convenient for heavyweight concrete. There is also an appendix that provides information on the porportioning of mass concrete. The absolute volume method is used because of its general acceptance.

ACI 211.1-81 (revised 1985), "Standard Practice for Selecting Proportions for Normal, Heavyweight, and Mass Concrete," soft cover, 34 pages, available to ACI members for $9.75 (nonmembers $15.25). To order, contact the American Concrete Institute, P.O. Box 19150, Detroit, MI 48219

Vine St. Expressway

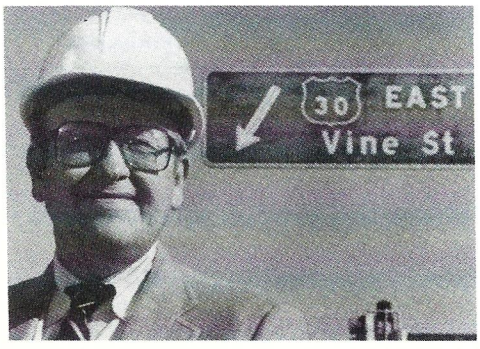
A Challenge in Urban Highway Design



A revitalized multi-lane expressway, cutting its way through the heart of center-city Philadelphia, is the final piece of a plan to connect I-95, the Benjamin Franklin Bridge and the Schuylkill Expressway in the city. At the same time, it is bringing about many special design considerations for the local community.

"The Vine Street expressway will provide a tremendous improvement for traffic going between I-95 and the Schuylkill Expressway, and will provide direct access to downtown Philadelphia," says Daniel S. Miller, Assistant District Engineer for Design, District 6-0, Pennsylvania Department of Transportation.

Adds James W. McPhillips, chief engineer and Surveyor for the City of Philadelphia's Department of Streets: "It is the most impactive urban public works project carried out in the center of this city in this century."



Robert O. Eck,
Engineering Manager Philadelphia Office.

The 10-lane, 1.75-mile expressway, currently under design by the Baker Engineers for Pa-DOT, has a 1983-estimated construction value of $176 million and is scheduled to be completed in 1989. Baker project manager is Oliver A. Hinsman, and Robert O. Eck is serving as engineering manager, operating out of Baker's Philadelphia Office.

Final design plans call for the four center lanes of the existing Vine Street to be depressed 25 feet to allow traffic in both directions to quickly bypass the seven cross streets above. The remaining six lanes of Vine Street will be parallel service roads at the city street level. The four center lanes will surface at Ninth Street and continue elevated over the other city cross streets to tie in directly with I-95.

Submission of pre-final construction plans, specifications and estimates for the first of three major design contracts (involving 25 to 30 percent of the total project) was made on schedule to Pa-DOT on Nov. 19, 1985. Final design for this section was submitted Feb. 1, 1986. Preliminary construction began last September and includes relocation of sewer and water lines, demolition and removal of the Reading Railroad viaduct, and structural work required before actual construction of roadways and bridges.

"The entire center city development and commercial plan has been based on the concept that the expressway will be a reailty," says McPhillips, whose department is the coordinating interface between Pa-DOT and other city agencies. Philadelphia's street, water and public property departments are involved in a review, comment and approval role in the final design. To expedite this process, concurrent reviews of design are being performed by the city, the Federal Highway Administration and Pa-DOT's Central and District Offices.

"These reviews have expedited the review process greatly and provide a much faster turnaround time," says Miller, who is in charge of all Pa-DOT design in the five-county Philadelphia area.

Says McPhillips, "The conduct of this project so far has been Pa-DOT's finest hour in this city."

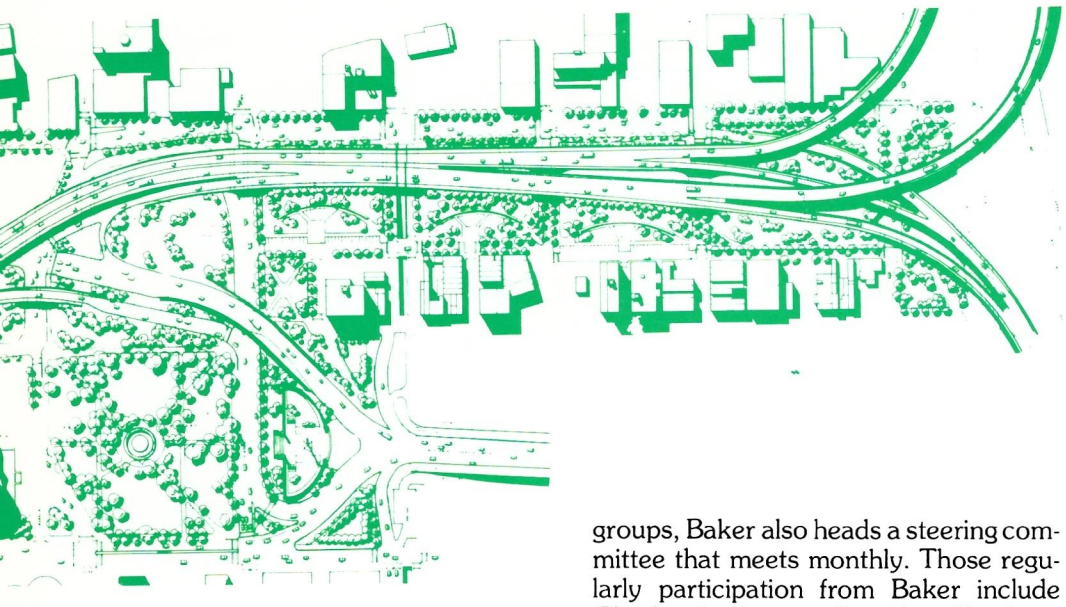
Probably the single most critical aspect of the design assignment is participation and cooperation between Pa-DOT, Baker, the city and the local community.

"It's the whole ballgame," says McPhillips, "depending on how you view community involvement. If you gain support and involve the community, you have a project. If you take the cavalier approach, and ignore the community, you don't have a project. It's that simple."

Adds Pa-DOT's Miller, "The Department has been very pleased with the Baker team's progress on a very crucial project, and also with its involvement with the community... There have been many groups that have opposed the Vine Street Project, but Baker has been very successful in addressing their concerns.

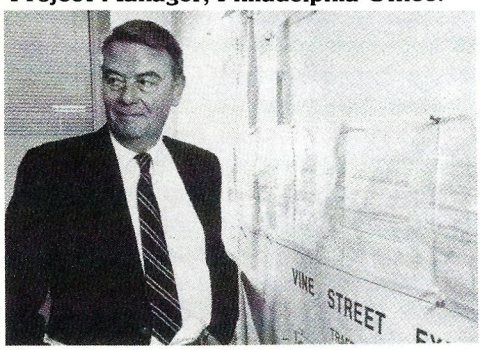
Baker is spearheading a design team consisting of 10 other consultants, including Rummel, Klepper and Kahl (structu-

A plan view of the 1.75-mile Vine Street Expressway graphically illustrates how the 10-lane highway cuts through the heart of center-city Philadelphia.



ral, pumpstation and subway design, and traffic control); Killinger Kise Franks Straw (public involvement); Blauvelt Engineering (utility coordination and signalization); T.Y. Lin International (structural design for bridges); Synterra Ltd. (mitigation and landscape architecture); Chester Valley Engineers (field surveys); John Milner Associates (archaeology); O'Brien-Kreitzberg and Associates (CPM analysis); Colm Engineering (HVAC mitigation); and Professional Services Group (corrosion control).

Oliver A. Hinsman,
Project Manager, Philadelphia Office.



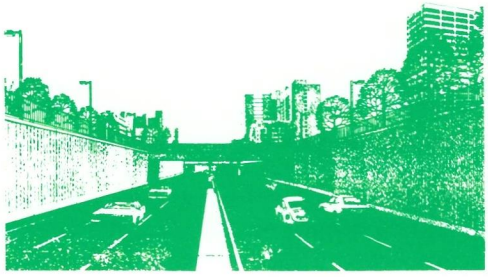
"Each community group has its own particular interests," he continues, "which requires a very detailed public involvement program with each individual group."

"The community involvement aspect is a significant reason that we've got a contract on the street today," states McPhillips. "The Baker team has realized that this is a key element in successful advancement of the design."

To further enhance communication between Pa-DOT, the city and interested groups, Baker also heads a steering committee that meets monthly. Those regularly participation from Baker include Charles I. Homan, President-Northern Division, and G. John Kurgan, Assistant Vice President, Beaver Office, as well as Hinsman and Eck.

"It's been very effective," says McPhillips. "It's a continuation of the steering committee formed during the preliminary design phase."

One of the key links in the community involvement is the Tenth Street area, known as the "Spine of Chinatown." Tenth presently intersects Vine Street and connects the Chinese American neignborhoods that are split by Vine.



Depressed section of the Vine Street Expressway at the 18th Street Overpass, looking east.

The Wood Street buffer zone at Lawrence Street, looking north.

To meet the needs of the Chinese community, the Baker team has incorporated unique designs to the proposed Tenth Street Overpass by featuring a raised, landscaped plaza, which will act as a focal point for the community. Tenth will be widened by 50 feet to provide space for this important community gathering spot.

Integral elements for this Chinatown "link" include placing Chinese "Shou" medallions along the plaza walkways and erecting masonry walls to reduce traffic noise levels. The walls will feature calligraphy tablets that read "Philadelphia Chinatown."

But Chinatown is not the only community group benefitting from Baker team design considerations. More than a dozen special interest groups have been involved in the overall design process. For instance, a church and two schools bordering Vine Street (one of them nearly a century old) will have noise mitigation measures installed to protect them from sound vibration during construction and resulting traffic usage.

Because the schools will have to keep their windows shut, Baker team design calls for heating, ventilation and air conditioning.

Other considerations are being incorporated for important publics such as development groups, neighborhoods, business and civic associations, hospitals and businesses. Baker team design will encourage future development of the inner-city area by providing attractive landscaping and demolition of old buildings.

The Vine Street North service road at 13th Street, looking west, showing retaining walls with planter.

The technical aspects of the Vine Street assignment are immensely complex. Among these are maintaining, without interruption, the various utilities situated in the corridor as well as maintaining the daily traffic flow of 60,000 vehicles.

"During construction," says Hinsman, "eight of the 10 lanes of traffic on Vine Street will have to be maintained, as

well as two lanes open on cross streets. Another cross street, Broad, will have to have four lanes open at all times.

"The magnitude of it is mind boggling," he continues. "I'm not sure that anybody's done anything like this before. We're maintaining traffic and relocating utilities. For the most part, the retaining walls and cross street bridges will be built prior to excavating for the lowering of Vine."

Adds Hinsman, "Using this strategy, we can relocate underground utilities on a piecemeal basis and keep things operating smoothly. Bridges will be built half-width to maintain traffic on the side that's not being built. That's a must."

Another complex aspect is the intersection of Vine and Broad Streets. At present, a SEPTA subway runs parallel to, and below, Broad, and through the intersection with Vine. Because Vine will be lowered into what is now the mezzanine of the subway station, the mezzanine will be relocated and reconstructed, and a bridge will be built to carry Broad over Vine.

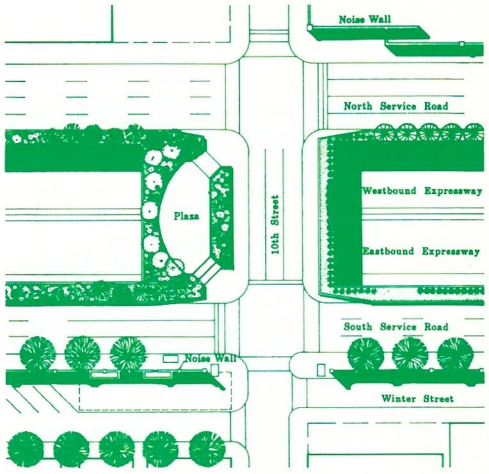
In essence, there will be a bridge over the expressway, which will rest alongside a mezzanine, which will sit above the subway line. Most likely, this section will be the controlling phase of the construction and will be built in 10 to 12 separate stages to maintain traffic and utilities.

A third crucial element is synchronizing four separate construction schedules, so that traffic will not have to be routed and re-routed at each of the three sites but will be routed in one continuous direction.

With all of the design elements in place, the project still has a long way to go.

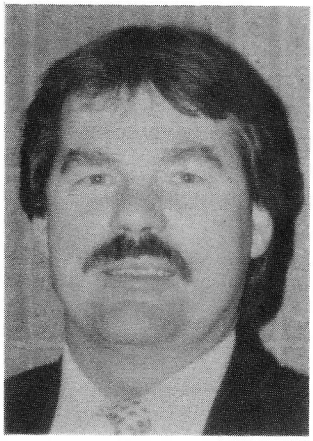
"Our final judgment will depend on the manner in which the four major construction contracts will be carried out," says McPhillips." It depends on how these projects in construction are going to interrelate and how they affect this city's commerce and movement of people, goods and vehicles."

But, he adds, "Everything looks good now."

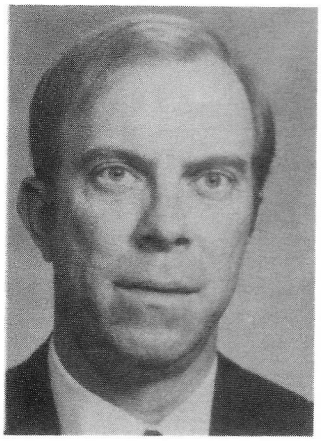


Plan view of the new 10th Street Bridge Plaza in Philadelphia Chinatown.

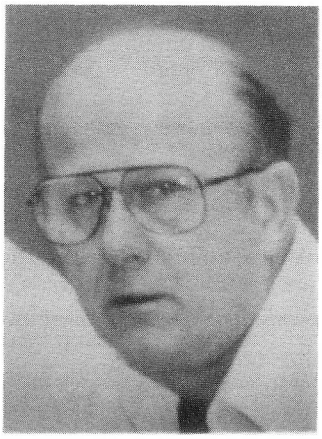
Epoxy-Coated Rebar Group Elects New Chairmen



Brad McFadden



Thomas Edgell



Herbert Schmidt

The Epoxy Coating Committees (ECC) of the Concrete Reinforcing Steel Institute elected new officers at its 1986 annual convention at Innisbrook, Tarpon Springs, Florida, May 6, 1986. Named as Chairman of the ECC Advisory Committee was Brad J. McFadden, Epoxicote Rebar, Inc., Stoney Creek, Ontario, Canada. Herbert J. Schmidt, Jr., P.E., MCP Facilities Corporation, Glen Head, New York was appointed Chairman of the ECC Technical Committee. Thomas W. Edgell, 3M Company, St. Paul, Minnesota was named Chairman of the ECC Marketing Committee.

Members of the Epoxy Coating Committees of the Concrete Reinforcing Steel Institute include epoxy powder manufacturers and coating applicators and producers and fabricators of reinforcing bars. ECC is increasing its range of technical services to design professionals and contractors who specify this system of protection of steel against corrosion in concrete. The Epoxy Coating Committees are headquartered with Concrete Reinforcing Steel Institute, 933 North Plum Grove Road, Schaumburg, IL 60173. Phone: 312/490-1700. Victor A. Walther, Jr. is Executive Vice President.

ASHE Proclaims David C. Sims Week

At a banquet held to honor David C. Sims in Harrisburg on Dec. 17, 1986. Terrence D. Conner, ASHE National Secretary presented a plaque to Deputy Secretary Sims in recognition of his strong support of ASHE and his dedication to the highway industry. The plaque read as follows:

WHEREAS, Mobility has always been essential to the well-being of the American public; and

WHEREAS, The purpose of ASHE is to promote the general welfare of the highway industry by procuring the latest data on the design and construction of highways and disseminating this information to its membership; and

WHEREAS, David C. Sims, Deputy Secretary for Highway Administration, Pennsylvania Department of Transportation has served the highway industry for many years making a major impact on the improvement of the state highway system, thereby making traveling easier, more enjoyable and safer; and

WHEREAS, David C. Sims, a member of ASHE since 1970, has done much to serve the society and the highway industry by: being President of the Harrisburg Section in 1975; being selected as Harrisburg Section "Man of the Year" in 1984; being selected as ASHE National "Man of the Year" in 1985; and by giving countless talks at Section meetings throughout the Commonwealth; and

WHEREAS, His accomplishments are well-known among ASHE's Board who represent the four-state area; and

WHEREAS, David C. Sims is retiring as Deputy Secretary effective December 24, 1986; and

NOW, THEREFORE, BE IT RESOLVED that the National Board of Directors of the American Society of Highway Engineers, in recognition of his many accomplishments and dedication to the highway industry does hereby proclaim the week of December 21 through 27, 1986 as David C. Sims week throughout the Society, which includes the Commonwealth of Pennsylvania and the States of Ohio, West Virginia and New Jersey.

This 24th day of October, 1986

ASHE Reorganization Adopted

On Oct. 24, 1986, the National Board of Directors, adopted the reorganization recommendations presented by the committee. Following is a breakdown of this new system:

The Society is divided into twelve zones, each represented by a national Director on the National Board. The director's term of office remains unchanged at three years. The terms are staggered with four directors appointed each year.

The Natioanl board will review the equity and numbers of the zones periodically. Now sections will be assigned to zones on the basis of location and numerics by the National Board.

All directors will serve a full three-year term even if this means more than twelve directors at any one time.

The Board of Directors of the sections within a zone will mutually select the zone's representative on the National Board.

Zone No.	Sections	1986 Membership
1	Harrisburg	302
2	Pittsburgh	293
3	Franklin	243
4	Delaware Valley	335
5	Altoona	199
6	Northeast Pa. & East Penn	226
7	Clearfield & Williamsport	176
8	Cuyahoga & Lake Erie & W. Reserve	189
9	Central Ohio & Cincinnati	85
10	Southern New Jersey	123
11	S. W. Penna.	102
12	Charleston, WV, & North Central, WV	94

Begin zoning for 1987-1988. The new directors will come on board as follows:

87-88	Zones 5, 6, 7 and 8
88-89	Zones 1, 4, 9 and 11
89-90	Zones 2, 3, 10 and 12

New Members

Central Ohio Section

Michael J. Miller - Columbus, OH
Senior - Other
V. James Mitchell, P.E. - Ostrander, OH
Senior - Consultant
Abe H. Neemeh, P.E. - Delaware, OH
Senior - Consultant
Frank P. O'Hare P.E. - Gahanna, OH
Senior - Consultant
Jagadish K. Sant P.E. - Columbus, OH
Senior - Consultant
Theodore L. Wallace P.E. - Worthington, OH
Senior - Consultant
Mary L. Bogart - Columbus, OH
Member - Consultant
Michael J. McCraw - Columbus, OH
Member - Consultant

Charleston Section

Lawrence P. DeRoo P.E. - Nitro, WV
Senior - Consultant
William H. Hilborn, Jr., P.E. - Elkview, WV
Senior - Contractor
James E. Knuckey P.E. - Hurricane, WV
Senior - Contractor
Philip G. White - South Charleston, WV
Associated - DOH

Clearfield Section

Ralph J. Bruzga - DuBois, PA
Senior Consultant

Delaware Valley Section

Scott W. Sibley, P.E. - Bridgeport, PA
Senior - Consultant
James S. Holt P.E. - Downington, PA
Senior - Consultant
Richard P. Romig - Chester, PA
• *Associate - PennDOT*
Andreas Heinrich, P.E. - Horsham, PA
Senior - Consultant
Bret A. Bennett - West Point, PA
Associate - Consultant
Susan L. Best P.E. - Havertown, PA
Senior - Consultant
Leonard S. Poncia P.E. - Andalusia, PA
Senior Consultant
Alex C. Williams - Ardmore, PA
Senior - Consultant
George A. Dunheimer - Pottstown, PA
Member - PennDOT
William D. Hudome - Malvern, PA
Member - Contractor
Alex Nemchenko - Phoenixville, PA
Associate - PennDOT

Franklin Section

William J. Gilmore III - Sandy Lake, PA
Senior - Contractor
Guy Stallone - Franklin, PA
Senior - PennDOT
Lisa K. Ruane - Franklin, PA
Member - PennDOT
John C. Katulich - Meadville, PA
Associate - PennDOT

Harrisburg Section

John F. Eagan - Harrisburg, PA
Associate - Consultant

Lake Erie Section

Bernard E. Bouman P.E. - Kent, OH
Senior - Consultant
Stanley O. Gresham III - Akron, OH
Member - ODOT
James C. Stankek R.S. - Solon, OH
Senior - Other
Richard S. Orosz - Lyndhurst, OH
Senior - Other
Randall S. Over - Middlesburg Hts., OH
Member - Consultant
Larry J. Woodlay, P.E. - Painesville, OH
Senior - Consultant
Walter E. Ziegler - Lorain, OH
Associate - Other

Northeast Penn Section

Michael S. Stenko - Sea Cliff, NY
Senior - Other
William T. Duggan - Newfoundland, PA
Associate - Consultant
Alan D. Leonori, P.E. - Scranton, PA
Senior - PennDOT

Pittsburgh Section

Ralph W. Gilbert, Jr., P.E. - Pittsburgh, PA
Senior - Consultant
James A. Kilburg - Monroeville, PA
Senior - Consultant
Phyllis J. Mellor, P.E. - Bethel Park, PA
Senior - Consultant
Terry J. Potts - Pittsburgh, PA
Associate - Consultant
Rosanna D. Weissert - Pittsburgh, PA
Associate - PennDOT
Charles K. Brence P.E. - Canonsburg, PA
Senior - Consultant
Dennis L. Cribbins - Pittsburgh, PA
Senior - Consultant
Robert R. Herman, R.S. - Pittsburgh, PA
Senior - Other
Jerome J. Schwertz, P.E. - Pittsburgh, PA
Senior - Consultant

Southern New Jersey Section

John S. Stenroos - Yardley, PA
Member - Consultant
Homi B. Bharucha - Collingswood, NJ
Senior - Consultant
Christian W. Goll III P.E. - Cherry Hill, NJ
Senior - Consultant
Paul D. LaPierre P.E. - Grenloch, NJ
Senior - Consultant
Edward E. Pelkaus, P.E. - Ocean City, NJ
Senior - Consultant
William T. Suchodolski - Pennsauken, NJ
Member - Consultant
Robert A. Briant - Lakewood, NJ
Associate - Contractor

Southwest Penn Section

George P. Crouse II - Farmington, PA
Senior - PennDOT
Mark J. Geva, P.E. - Latrobe, PA
Senior - Consultant

Williamsport Section

Steven R. Clees - Mountoursville, PA
Senior - Contractor
Bruce E. Zettlemoyer - Watsontown, PA
Senior - PennDOT
Gene A. Frederick - New Berlin, PA
Senior - Contractor
Henry W. Frow - Danville, PA
Member - Other
Ronald K. Kocher - Watsontown, PA
Senior - PennDOT
K. Clifford Larson II - Williamsport, PA
Member - Other
Robert E. Napp - Winfield, PA
Senior - Contractor
George E. Logue, JR., - Linden, PA
Member - Contractor

Address Correction
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Secretary's Corner

As our Society continues to grow it becomes more important for sections and National to maintain accurate membership records. On occasion it is difficult for me to process membership applications since they are not completed legibly. I would appreciate each section secretary reviewing applications for membership to insure their completeness and legibility.

In addition, I sometimes receive applications that do not show which section is submitting them, since we have eighteen sections it is difficult to determine which section submitted the application. I would suggest a brief note or something to identify the section.

Finally, a reminder that Dec. 1, 1986 is the cutoff date to drop members and not be responsible for their 1986/87 national assessment. Those dropped after that date will still be responsible for the current year assesment.

Respectfully Submitted
Terry Conner

Membership

Altoona	199
Central Ohio	95
Charleston	38
Clearfield	57
Cuyahoga Valley	113
Delaware Valley	328
East Penn	116
Franklin	246
Harrisburg	303
Lake Erie	83
N. Central WV	35
N.E. Penn	113
Ohio Valley	25
Pittsburgh	296
Southern NJ	131
Southwestern PA	104
Williamsport	127
Total	2,486

—Increase of 42 since last board meeting.

DOT's	34%
Consultant	26%
Contractor	21%
Other	19%
Professional Status	38%

CHANGE OF ADDRESS?

Please Note. . .

Postage is one of our most expensive items. It costs 25¢ for each letter we get back with the wrong address. Please help us by sending us your change of address when you move.

Thank you